

The Knowledge Bank at The Ohio State University

Ohio State Engineer

Title: Troy and the Waco

Creators: Dinsmore, William E.

Issue Date: Mar-1937

Publisher: Ohio State University, College of Engineering

Citation: Ohio State Engineer, vol. 20, no. 4 (March, 1937), 4-5.

URI: <http://hdl.handle.net/1811/35373>

Appears in Collections: [Ohio State Engineer: Volume 20, no. 4 \(March, 1937\)](#)

TROY AND THE WACO

By WILLIAM E. DINSMORE, '40

TROY, OHIO—What, you've never heard of that great city? Your education has been very much neglected. Why, Troy has a population of 8,675 inhabitants, according to the 1930 census, so you see its almost another metropolis.

This place called Troy is noted for its numerous manufacturing plants. There are no less than twelve individual manufacturing units, turning out daily anything from gummed paper to military equipped airplanes. There is such a demand for laborers in these individual factories that the population of the city increases 3,500 on working days. Employees come to Troy to put in their 40 hours weekly from a radius of almost twenty five miles. Thus you see there is no excuse for any able bodied inhabitant of Troy to be unemployed. Those five odd years of so-called "depression" proved no ex-

ception. The people of Troy wouldn't have known there was a depression if they hadn't run across an out of town newspaper.

It was in this city that the Waco airplane was born, and through its 15 years of life it has established an enviable record and a name that will never be overlooked in the aviation industry.

Back in 1922, three men who had been pals together and barnstorming partners, built for the first time an airplane that they hoped would fly and also sell. These men were Bruckner, Weaver, and Junkins. They worked for days and months in a small shed, experimenting and building this heavier-than-air craft, and were aided in the wing and fuselage construction by Mrs. Weaver, who was as much interested in the new project as the men were.



Photo by Waco Co.

THE WACO PLANT

After a seemingly endless siege of fitting, repairing, rebuilding, and checking, the men were rewarded for their diligent work by a successful test flight. This filled them with courage and confidence and hope that the future would bring for them a sale for this plane and enough money to build two more—which it did.

This was a typical Horatio Alger story as the men were poverty stricken to begin with, and had borrowed enough money to build their first plane. When they found an interested buyer for their ship they sold without hesitation and put their money in a fund to buy more material to make more planes. This was the beginning of the now great manufacturing concern that builds a plane a day in rush seasons.

A short time after the building of the first successful ship, Mr. Weaver died leaving Bruckner and Junkins to carry on with the new industry, and it was this incident that decided the name for the plane. Until this time there was no name for the plane or company, and in honor of Mr. Weaver, who contributed so much to the new industry, they decided to take the abbreviation from the word 'Company' and the first letters from the words "Weaver Aircraft" to form the new name "WACO." This was at first only the name of the ship. The plant itself was known as "The Advanced Aircraft Company," but we "lazy Americans" preferred the shorter name and insisted upon calling it "The Waco," so that is the name it bears today.

After successfully building and selling several ships, the company moved into a larger building near the city ice plant and remained in this location until 1928.

The planes were built in this plant and were pulled across the city to a vacant lot, where the wings were put on and final adjustments made before the planes were given their first test flights.

This procedure was continued for six years until the company had increased its capital and business to such an extent as to demand larger and more complete facilities.

The new plant was erected on the west side of the city beside the Big Four railroad route. The buildings included an immense factory, a modern office, a storage building, and a hangar large enough to hold thirty to

forty ships. The field is "L" shaped and is said to be one of the largest and best private landing fields in the country.

For the first couple years it was in business the company manufactured a ship known as the Model "9," a bi-plane equipped with an OX-5 engine used in the war. Then with the increase of sales, improvements were made on the ship and a new model known as the Model "10" was produced. This two wing model had more speed and stability, as it was powered by an Hisso engine, while a few were built with Continental engines.

When the company moved into the new plant it now occupies, there was more room for experimenting and testing new ideas, and as a result, a new bi-plane speed model was developed called the "Taper Wing." Incidentally, this was the ship that took first three places in the cross country Ford tour held several years ago, and sponsored by Henry Ford. It was a fast ship for its day, doing around one hundred sixty miles an hour at top speed.

The "Taper Wing" was succeeded by the Model "F," a bi-plane equipped with a five, or seven cylinder Wright Whirlwind engine, or a seven cylinder Continental engine.

An "F-2" Model has recently been developed which is very similar to the Model "F" except that it is a little faster and has a differently constructed landing gear.

Several years ago, when the company began building ships for military purposes, the company brought out the Model "D," a bi-plane equipped with a nine cylinder, five hundred forty horse power Wright Whirlwind engine, bomb racks, machine guns, flares, and a two way radio communication set. It has been an excellent addition to the Waco line and only recently the United States Government ordered three of these ships for naval purposes.

At about this same time the Waco Cabin Plane or Model "C," made its first appearance in public. It is a four place bi-plane equipped with a Continental engine, and has been, by far, the most popular selling model ever produced by the company.

The most common models seen on the production line at the plant today are the models "F-2," "C," and "D," but it is still possible to purchase the other models.

MODEL "C" PLANE

Photo by Waco Co.

